

CATTERBIANCA.

The tomat bold stood on the fence.
Whence all but him had fled.
With howls the atmosphere was dense
Swift swear-words flew o'erhead.

Yet beautiful and bright he stood
As born to rule the storm—
A Thomas of heroic mood,
A proud—though battered form.

The boots flew fast—he held his ground
And dodged 'em, cringing low,
Till all around they made a mound
High in the moonlight's glow.

And books and lamps and picture-frames
Went whizzing thro' the air
In vain—a charmed life he bore
As he sat shrieking there.

The old man roared, the old man swore,
The Thomas still sang bland,
Then to the widow forth he fared—
The wash-bowl in his hand.

He gave one look—good 'sim he took—
He hurled it straight and true
The silent stars with terror shook
As through the air it flew.

There came a crash of thunder sound—
The tom, O where was he!
Ask of the sausage-man who scooped
That Thomas cast with glee—
Ask of that aged gent who ate
His erstwhile foe for tea.

—ANONYMOUS.

Guarding an Indian Reservation.

A Strange Event of Recent Indian History.

Mr. Editor: As your readers know, the words "Indian reservation" signifies a body of land owned and occupied by Indians. The newspapers recently made mention of a strict guard being placed around one of these reservations. My readers have probably pictured to themselves an Indian reservation in the "far West" where the warriors were dancing the war dance and preparing to use the scalping knife; such an idea as this is erroneous; this reservation is not in the far West, on the contrary it is not only in the thirteen original States, but in the very oldest State of them all—Virginia. The guard was placed, not to keep down an Indian uprising, but to keep a dreaded disease from spreading.

This disease was the small pox and the Indians are the Pamunkey tribe. The last account which I saw, (dated Jan. 3) about the matter, mentioned that the city of Richmond was "quarantined against Lester Manor and White House, the two stations on the York River Railroad nearest the infected territory." Continuing, the account said, "No freight, passengers or express will be received for Richmond from these stations. A strict guard has been placed around the reservation."

Guarding an Indian reservation where there is disease, to keep the disease from spreading, is a good plan, but, so far as I am aware, it is something new in the history of the red race, and it seems strange to read that this event has recently occurred in that State which was the first settled of the English colonies in North America.

McDONALD FURMAN.

Ramsey, Jan. 17, 1895.

General Marion's Wife.

By McDONALD FURMAN.

The Revolutionary struggle, with its battles and trials, was over. Poverty-stricken General Francis Marion in the face; during the war his property had wasted away until it was much reduced. He was appointed commandant of Fort Johnson, with a liberal salary, but legislative reformers reduced the salary to five hundred dollars a year. The General had never married, and just at this time, when he was in poverty and getting old, occurred the romance of his life. Mary Videau was a wealthy Huguenot lady, whose years already numbered over forty. She was yet single, and admiring the bachelor warrior, she delicately expressed a desire to some friends to become his wife. The pleasant sequel to this little romance was that they were married, and to use the language of the dear old fairy stories, "lived happily until they died." After his marriage, General Marion led the life of a quiet, hospitable Southern gentleman. His death occurred in 1795, and his last words were an index to his lofty character. "Thank God," he said, "I can lay my hand upon my heart and say, that since I came to man's estate I have never intentionally done wrong to any one."

General Marion had no children, but adopted a grandson of his brother Isaac as his son and left him his property. The name of this adopted son was Francis Dwight, but he changed it to Francis Marion. A granddaughter of his (in the female line) is the wife of Dr. Ellison Capers, Episcopal Bishop of South Carolina. During the Confederate war he was a Brigadier General in the Southern army, and was wounded no less than three times during that struggle. He entered the ministry of the P. E. Church after the war.

Below are nine longest words in the English language at the present writing:

- Subconstititutionalist.
- Incomprehensibility.
- Philoprogenitiveness.
- Honorificabilitudinitas.
- Anthropophaguetism.
- Disproportionableness.
- Velocipedestrationist.
- Transubstantiationless.
- Procrastinationist.

Capt. Courtenay's Dream Realized.

The public records commission and the newly organized historic commission met in Columbia last night. The public records commission is made up of Secretary of State Tompkins, ex-officio chairman, Chief Justice McIVER, Judge Benet, Capt. W. A. Courtenay and Prof. R. Means Davis. The commission has done excellent and effective work during its existence and has just received the last of the transcript of records from the public records office in London.

THE HISTORIC COMMISSION ORGANIZED.

The historic commission, which is to succeed the public records commission as soon as it has wound up its business, was organized and will take charge of the work as outlined in the recent Act of the Legislature. The new board consists of Secretary of State Tompkins, ex-officio chairman, Chief Justice McIVER, Capt. Courtenay, Prof. R. M. Davis, Judge Benet and Mr. J. E. Tindal. The historic commission is to be a permanent organization, which is expected to collect matters relating to the history of the State. It might incidentally be mentioned that all of the members of the commission act entirely voluntarily and do not receive even their expenses while here. The commission received a letter from Mr. Sainsbury, who has been in charge of the work of copying the papers. He writes:

London, December 8, 1894.

Dear Sir: I have the honor to report that I have this day taken to the United States embassy my thirty-fifth and last parcel of transcripts of South Carolina records, completing the colonial history of your State, and the great work entrusted to me by the public records commission of South Carolina. I have thought it advisable to include the original records to the year 1782. There are but few and they are of great interest. Of course I have not dealt with the military correspondence and also the valuable "orders in council," chiefly relating to appointments of officials of the South Carolina Government, which I have selected from that series in this department; so that I can say conscientiously and to the best of my belief that the people of South Carolina have now within their reach the means of studying one of the most attractive and valuable histories of any colony in the world.

I cannot bring this letter to a close without expressing my hearty and respectful sense of the unvarying courtesy and kind consideration shown to me by yourself and the other public record commissioners of South Carolina throughout the progress of this work during the past three years. The encouragement, both public and private, which I have received I am deeply grateful for, and shall always cherish the remembrance of. I will only add that I am truly thankful that the good wishes of the South Carolina commission have been realized, and that I have been spared to complete this valuable and necessary work for the people of South Carolina.

With high regard and respect.

Yours very faithfully,

W. NOEL SAINSBURY.

Mr. Tindal will prepare a reply in which the board will express its thanks to Mr. Sainsbury for his very satisfactory and complete work. Both of the boards have adjourned subject to the call of the chairman. The next work of the board is to have the volumes now on hand properly indexed.

The Price of Horses.

During the past week, there was a number of horses and mules disposed of through the Atlanta market, and the indications are, so the dealers say, that the trade is fast rushing back into its old time channels, and that soon there will be more activity than for many weeks past. The horses sold consisted mainly of plugs and they were sold at such extremely low prices that any one could afford to buy. While these horses were not good for either the saddle, buggy or carriage, they were just such as would be suitable for light or heavy work.

Crawford & Pasley, of Thomasville, bought twenty-five head of mules here this week. They paid \$1,100 for the entire lot and sent them to Thomasville to be sold again.

The "snake hunters" hit it rich here during the past week. Several of them were here and the crowd ran up against Mr. Henry Johnson, who sold them five head of horses for the paltry sum of \$82.50.

Crawford & Pasley, while buying here during the week, bought twenty-two head of horses from Mr. W. W. Buchanan. The horses brought \$1,300 and were shipped to Thomasville.

J. F. Houze, of Abbeville, South Carolina, was here during the week, and purchased from Messrs. Stewart & Bowden, eighteen mules. They paid \$1,400 for the entire lot, and sent them to Abbeville, where they are to be disposed of.

Twenty-one mules were sold during the week to Mr. O. D. Williams, of Fort Valley. The load cost him \$1,215, and were sent to Fort Valley.

Mr. L. Weil, of Rockingham, South Carolina, bought twenty-four mules here during the week. He paid \$1,300 for the lot. —Atlanta Constitution.

The patella, or knee pan, projects in front of the knee to afford a proper fulcrum for some of the muscles of motion.

The Great Street Car Strike.

The Situation Serious.

BROOKLYN, Jan. 20.—There was no change in the strike situation here to-day. Up to noon, the companies had made no effort to start cars on any of the lines which were expected to be opened to-day and but few on those they have in operation. Large crowds gathered in the vicinity of the various depots, but most of the persons composing them were sightseers and they gave the police and militia but little trouble.

Mayor Schieren took hold of the strike with new determination to-day. Public indignation at repeated disturbances in spite of police and militia, and public discomfort due to the failure of the companies to restore the operation of their roads even with the aid of police and troops, stirred him to action. He sent for the strike leaders and also for the railroad presidents and held protracted conferences. Nothing was accomplished that brings the strike any nearer settlement. The mayor sent out the following official statement covering the matter at 4 p. m.:

"An effort was made to-day to ascertain if an adjustment could be effected in the interest of public convenience and safety, by which all surface railroads could be restored to immediate operation. To this end the mayor had conferences with Messrs. Connelly, Best and Giblin, representing the former employees of the railroads, and later with various representatives of the companies, including Messrs. Lewis, Norton and Wicker. The effort was without result. Corporation Counsel McDonald and Commissioner White were present at the conferences. Mr. Connelly later gave out the proposition that the men made to the mayor. It was that the companies restore to their pay rolls all men who were in their employ January 17, and the mayor to appoint a committee to whom both sides could submit their case and the committee to decide who is to remain in the employ of the roads and at what terms. The men made no condition requiring the discharge of the men employed to fill their places."

This proposition was rejected by the presidents of the companies. Mayor Schieren after the failure of his attempted arbitration, decided that the situation was becoming grave. He immediately held a consultation with Brig. Gen. McLeer, and at 5 o'clock gave out the following as an addition to his former statement:

"Under the existing circumstances, it has become necessary to secure additional protection in order to operate more of the surface lines. The mayor has since conferred with Gen. McLeer, and has made a request on the Governor for additional troops. These will doubtless be on duty promptly."

"It is a time when the gathering of people on the streets is to be avoided, and the police have been ordered and the militia requested to prevent any crowding from gathering, and to keep loiterers off the streets."

At 6 o'clock the mayor issued the following proclamation:

"To the Citizens of Brooklyn and the Public Generally:

"In the name of the people of the State of New York, I, Charles A. Schieren, mayor of the city of Brooklyn, do hereby require all persons within the limits of the city to refrain from unnecessary assembling in the streets, squares or in public places of the city during its present disturbed condition and until quiet is restored, and I hereby give notice that the police have been ordered and the militia requested to disperse any unlawful assemblage."

"I exhort all persons to assist in the observance of this request."

—CHARLES A. SCHIEREN.

"January 20, 1895."

The wires on the Fulton street line were out in several places early this morning. The first cut was made at 2:35 a. m. at Stone avenue and Fulton street on the down town track. Another cut occurred at 5 a. m. on the up town line at Sackman street and later the down town line was again cut.

At 1:30 p. m., a crowd of 2,000 persons congregated on Bergen street between Vanderbilt avenue and Classon avenue. A car was stopped and the motorman taken off. The car was stoned by the mob, who also placed heavy stones on the track. The reserves were ordered to the spot and soon restored order. There was a disturbance almost in the shadow of the first precinct station, at 2:30 p. m. A car of the Seventh avenue line lost its grip on the trolley for a moment and a crowd assembled in an instant. The motorman was threatened with violence by the crowd. Two or three policemen who were present, attempted to drive the crowd back. Officer Harrington was struck in the face by a big Swede. He attempted to arrest the man and the crowd rushed to the rescue of the prisoner. The police whistled for help, the reserves fell over each other, getting out of the station house and the Swede was finally arrested. He gave his name as Andrew Lundell.

A crowd of toughs on the Bergen street Bluffs, stoned the cars of that line and caused considerable trouble all the afternoon. The police charged the crowd, which numbered several hundred and arrested a man named Gallagher. Clubs were used freely for a while. The Bluff was finally cleared and 150 policemen stationed there on patrol duty.

The Ninth avenue branch of Presi-

dent Norton's Atlantic avenue system, did not accomplish much in the line of operating cars to-day. One car was started out from the depot at the Twentieth street and Ninth avenue. It got as far as the Plaza, when the motorman was induced by the strikers to desert. He did so and the car got no further. No other cars were run. The strikers claim that ten of the new men employed by the company deserted to-day.

8,000 Bayonets Bristle in The City of Spires.

NEW YORK, Jan. 21.—The first brigade under command of General Louis Fitzgerald, ordered to Brooklyn by Governor Morton to suppress the riots caused by the trolley car strikers, arrived in Brooklyn early this morning. There are over 4,600 men in this brigade. The Ninth Regiment of 700 men were the first troops to cross East River to Brooklyn, leaving this city shortly after 5 o'clock. The Twenty-second Regiment, 600 strong, followed shortly after and by 9 o'clock, the whole brigade had started for Brooklyn.

Before the first brigade was ordered under arms, there were about 3,000 troops in the Second Brigade on duty in Brooklyn. These with the soldiers of General Fitzgerald's command, either in arms now, or who will reach their regiments during the day, will, it is estimated, form an army of between 7,000 and 8,000 men, which ought to give the trolley railroads ample protection for the running of their cars.

MAKING LITTLE HEADWAY.

BROOKLYN, Jan. 21.—President Lewis of the Brooklyn heights company, stated late this afternoon that about 145 cars were running, an increase of thirty-five over the number running yesterday. He stated that they were just starting to run cars on the Gates Avenue line and seemed sanguine of being successful. When questioned as to his satisfaction with the protection afforded by the militia and police, he said that he was fully satisfied with the protection given by the former. When questioned closer regarding the protection given by both, President Lewis later gave a detail list of cars in operation as follows:

Court street, 30 cars; Flat Bush Avenue, 40; Putnam and Halsey, 40; Fulton street, 35; total, 145. The total number of cars usually operated by President Lewis's system is 1,140.

President Norton of the Atlantic avenue system, stated to-night that he had operated cars as follows to-day: Fifth avenue, 28; Seventh avenue, 17; Bergen street 12; Vanderbilt avenue 6; total 63.

President Wicker of the Brooklyn, Queens County and Suburban System had 18 cars running on the Summer avenue line and six on the Broadway line. The latter were all run between 4 and 6 p. m. In all about 230 cars moved in the city of Brooklyn to-day. The number in operation before the strike was 1,900. In the 230 cars run are included cars which did not start until after 4 p. m., and which stopped after 6 o'clock.

TROOPS UNDER FIRE.

BROOKLYN, Jan. 21.—The Seventh regiment was under fire at a few minutes before 6 o'clock this evening. Shots were fired from the crowd at the militia and several volleys were fired by the troops over the heads of the mob. So far as known the only man injured was Private Ennis of Company H. He was wounded by a shot from the crowd. The troops engaged were six companies of the Seventh regiment. They were under command of Major Abrams and were guarding the streets leading to the Ridgewood depot of the Greene and Gates Branch of the Brooklyn city line.

A car on the Fifth avenue line started from Fifth avenue and Twenty-third street shortly after 4 o'clock. At about three blocks from the depot, it was surrounded by a mob. A detachment of the Thirtieth regiment under Major Cochran charged the mob with fixed bayonets and the crowd scattered. August Brown received a bayonet wound in the hip. He was taken to a neighboring drug store and was treated there, after which he went home. At 6 o'clock to-night, a feed wire was cut on the Bergen Street railroad, between Rogers and Nostrand avenues. Patrolman Collins, who was riding on a car, saw four men run and give chase. He arrested Edwin Duggan, who was recognized as a motorman on the Sachett Street railroad.

At 6:15 o'clock, a mob of over 1,000 men surrounded a Gate avenue car at Nostrand avenue. Sticks and stones were thrown and shots were fired by men in the crowd. The reserves from the Ninth precinct station house, hurried to the scene. After some trouble and hard fighting in which three policemen were seriously injured, the mob scattered. Officer Lewis Shalton sustained a fracture of the skull. Officers Dennis, Burke and James L. Coolihan were injured, but less seriously. They were hit on the heads by stones, crockery and other missiles, thrown from house tops.

Late this afternoon Elmer Van Dyke, 25 years of age, of New York,

a member of the Seventh regiment, fell from the second story of the 4th regiment armory, causing a compound fracture of the skull. He was removed to Sney Hospital.

Van Dyke was under arrest for intoxication and had been placed in the temporary guard room from which he tried to make his escape by lowering himself by means of a rope made from his underclothes. The rope parted and he fell with the result as above stated.

Notwithstanding the numerous outbreaks in different parts of the city, the number of arrests for disorderly conduct were but few.

AFRAID OF THE DARK.

The presidents of car companies who announced positively last night that they would operate their lines until midnight to-night, began to weaken before 6 o'clock. The officials of the Bergen Street line said they had concluded to stop their cars at 9 o'clock. President Lewis sent word to police headquarters that he would stop his cars at 8 o'clock. President Wicker said nothing, but hustled his cars into the car houses as soon after dark as he could. The rain mixed with fog which prevailed all day, made the night one of pitch darkness, except where the electric lights made objects visible a few feet away.

The troops had a most disagreeable job in the rain and fog and there was no certainty as to the precise moment when bricks and stones would emerge from the gloom and whizz unpleasantly close to the guardsman's head. In East New York, in South Brooklyn and in other inviting neighborhoods, where car stables were located and strikers and hoodlums abounded, the soldiers had plenty trouble. The many disturbances that occurred between 4 and 8 o'clock, by which time the cars had stopped operations, showed that the change of plans on the part of the presidents was a wise one. At 8:15 o'clock this evening, Thomas Larkin, 24 years old, of No. 259 Third Avenue, was arrested for assault on Patrolman Charles McCue. McCue was trying to disperse a gang of men when Larkin struck him, knocking him down. With the assistance of soldiers, Larkin was locked up.

SYMPATHY WITH STRIKERS.

The board of supervisors of the county of Kings met this afternoon and adopted by a unanimous vote the following preamble and resolutions:

"Whereas, The managers and directors of the various railroad companies, whose employees are now on a strike, have been claiming that had they the proper military and police protection, they could operate their lines; and

"Whereas, The claims of the companies in this respect are not based on fact, as the action of the mayor in sympathy with the employers has demonstrated; therefore, be it

"Resolved, That the board of supervisors, believing that the purpose of the mayor was to expose the pretensions of the company, hereby expresses its approval of the determination to utilize the failure of the companies to operate their cars as an argument before the Attorney General for the annulment of their respective charters; and be it further

"Resolved, That this board hereby expresses its sympathy with the employees and calls upon all officials with power in the premises to aid them in establishing their rights to a fair day's pay for a fair day's labor."

CAUSES OF THE STRIKE.

ALBANY, N. Y., Jan. 21.—The State board of mediation and arbitration met this afternoon and adopted a special report in the Brooklyn trolley strike, which was submitted to the Legislature to-day. They say, in part: "A strike of the employees on the five electric service street railways of the City of Brooklyn, who are members of District Assembly No. 75, Knights of Labor, embracing nearly all the operating forces, took place on Monday morning, January 14. The Coney Island and Brooklyn Railroad Company alone affected a settlement which enabled it to continue business without interruption. This board made every possible effort to settle the differences between the other companies and their employees, but was successful only in the case of Brooklyn City and Newton Railroad Company, with which and its former employees, an agreement was brought about and contract signed, under which traffic was resumed Thursday morning and still continues without interruption."

"Investigation of the causes of the strike was made, and it was found that it proceeded from failure on the part of the executive committee of District Assembly, No. 75, Knights of Labor, to effect a renewal of the contract of 1894 with the companies for 1895 with certain proposed changes which involved principally an advance of wages from \$2 to \$2.25 per day to conductors and motormen who form the bulk of the employees; an establishment of the proportion of prominent regular unions for special trips made for congested travel at certain times of day, and an observance of the statute which prescribes ten hours' labor performed within twelve consecutive hours on street railways as a day's work. The demand for an increase of wages was finally withdrawn, and the other two points of difference, which the men deemed vital, remained in the cases

of the Brooklyn Heights and Atlantic avenue companies, while the Queens County and Suburban Company was willing to yield them, but could not effect a settlement because of individual contracts made with new men, and to this the executive board of District Assembly, No. 75, would not assent.

"However, the existing troubles on the Brooklyn Street Railroad may be settled, the statute with regard to the hours of labor will, unless amended so as to explicitly state and settle what shall constitute ten hours' labor, remain a constant irritant and source of dissatisfaction and contention on the part of the employees."

The companies construe and enforce the words "ten hours labor" to mean labor while the cars are moving upon the rail, without taking into account waiting time at either end of the routes. Thus, by the evidence taken, it was shown that upon one line where there were eight regular runs a day, there was waiting time of three minutes at each end, making 48 minutes per day, during which the conductors and motormen were on duty and in charge of their cars, but for which they received no compensation. However, this method of computation of time of labor came to be established, it is clearly not within the terms of intent of the law, and is not just, as the employees contend. With a view therefore, to removal of this cause of the present strike and prevention of its agency in working further trouble on lines of street railroad, it is suggested that chapter 529 of the laws of 1887 be amended so as to prescribe that the "ten hours labor to be performed within consecutive hours, with reasonable time for meals," provided for a day's labor, shall commence when the employee reports for service as required by the rules of the employer and cease when the employee, upon their expiration, is relieved from duty for the day.

A Storm in the House.

WASHINGTON, Jan. 18.—"When the gentleman says I believed the lost cause to be right, he slandered me. I know that cause was right."

With these words uttered by Mr. Jones (Dem.) of Virginia, on the floor of the House to-night, closed another and almost riotous discussion, growing out of proposed pension legislation. The immediate cause of the outbreak to-night was the blocking of the bills to increase the pension of the widow of General Abner Doubleday, and to pension another widow who had performed services as a nurse during the war, by the parliamentary opposition of Mr. Jones.

Mr. Cooper (Dem.) of Indiana, with considerable temper, charged Mr. Jones with a lack of chivalry in thus opposing measures for the benefit of the fair sex.

Mr. Jones responded with warmth that he was not fighting women. "What I am fighting for," he said, "is equality before the law and against the granting of large pensions to the rich, powerful and influential."

"I question the motives of the gentleman from Virginia," shouted Mr. Cooper. "His opposition to these pension bills, I believe, is actuated by the sentiment expressed by him last Friday night, when he said he was proud of the cause he had fought for in the trenches, though he has taken an oath now to support the flag that floats above your head."

Mr. Simpson (Pop.) of Kansas, Mr. Cox (Dem.) of Tennessee, and Moses (Dem.) of Georgia, took part in the colloquy. Epithets were bandied about and for a little time it looked as if a personal conflict might ensue. Mr. Simpson said he was not only surprised but ashamed that a man from the South should come here and say as Mr. Jones had said that he still believed in the lost cause—a cause founded on slavery.

Getting the floor, ostensibly to ask Mr. Simpson a question, Mr. Talbot (Dem.) of South Carolina, whose controversies with Mr. Pickler on pension nights earlier in this Congress were the relieving features of those sessions, made a violent speech, despite the utmost endeavors of the chair (Mr. Bretz Dem., of Indiana) to rap him to order. He ranged up and down the centre aisle, wildly gesticulating and shouting loudly. He deprecated, he said, the continued appeal to sectional passions, but he noticed that they usually came from those who were invisible in war and invincible in peace. "As to the lost cause," he said, "it is the everlasting cause, and cannot be lost, because it is the cause of liberty. Under the same circumstances," he continued, shaking his fist in a defiant manner at the Republican side, "and for the same reason the men who fought them then would again. You can like that or you can lump it. I love the cause to-day as much as I did when a boy, I bared my bosom to your battlefields of Virginia."

It May Do as Much For You.

Mr. Fred Miller, of Irving, Ill., writes that he had a Severe Kidney trouble for many years, with severe pains in his back and also that his bladder was affected. He tried many so called Kidney cures but without any good result. About a year ago he began use of Electric Bitters and found relief at once. Electric Bitters is especially adapted to cure of all Kidney and Liver trouble and often gives almost instant relief. One trial will prove our statement. Price only 50c. for large bottle. At J. F. W. DeLorme's.